

CLASSIFICATION ~~SECRET~~ **CONFIDENTIAL**COUNTRY Germany (Soviet Zone)REPORT NO. [REDACTED] **FLD 416**TOPIC Alt Loennowitz Airfield

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EVALUATION [REDACTED]PLACE OBTAINED [REDACTED] **RETURN**25X1A
DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED]

DATE PREPARED 13 February 1951

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE [REDACTED]

1. Between 7 and 10:30 a.m. on 23 January 1951, the Alt Loennowitz N 52/E 84) airfield was observed from its southern and eastern edges. The visibility was approximately 1,500 meters but decreased to 200 meters later. Eight jet aircraft with swept-back wings were parked on the eastern end of the runway. They had antennae sloping to the rear, fitted behind their cockpits, which were covered with tarpaulins. The [REDACTED]
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2. Five single-engine, low-wing monoplanes with radial engines and two-seater cockpits were parked on the runway. ** Aircraft engines were being warmed up between 7:20 and 8 a.m. The runway lights were not switched on. White ground signals were seen in the middle of the landing field at 8 a.m. Shortly afterwards, approximately 100 men were heard singing. Early in the morning, approximately 60 men and six to eight tank trucks and radio trucks were seen near the single-engine, low-wing monoplanes. At 10 a.m. the engines of these planes were started and they taxied to the hangars. The men marched behind the aircraft.
3. The radio mast which was braced and two or three small temporary buildings were still in the eastern extension of the runway. *** The radio mast had an overhead line leading to a wooden hut which was dug into the ground approximately 50 meters from the eastern end of the runway. The lights along the southern edge of the runway were still there. Two or three small guardhouses, which were interconnected by overhead lines, were located along the southern edge of the landing field.

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